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INDIA, AUSTRALIA, &c., AND FOR
PRIVATE INVESTMENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORTER.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

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HYGIENOL
A POWERFUL DISINFECTANT
AND GERMICIDE.
CHEAP HARMLESS, EFFECTIVE
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THE HONGKONG DISPENSARY.
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SHewan, Tomes & Co.,
General Managers,
Hongkong, 3rd October, 1907. a1046

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. a1046

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PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
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(Next to Messrs. KUHN & KOMOR).

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Developing and Printing Undertaken.
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THE CHEAPEST AND BEST
PHOTO SUPPLIES
IN THE COLONY

DEVELOPING AND PRINTING
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Hongkong, 16th October, 1907. a1047

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ART CURIOS STORE

will be RE-OPENED on the 7th inst. at
No. 18, QUEEN'S ROAD (under
Connaught Hotel) and
A CLEARANCE SALE
At greatly REDUCED PRICES will be
held to the end of this month.
Inspection Cordially invited.
Hongkong, 3rd October, 1907. a1046

PEAK TEAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.45 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every hour.

SATURDAY.

SUNDAY.

Extra Cars at 11.30 p.m. and 11.45 p.m.

1.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.15 p.m. Every 10 minutes.
1.00 p.m. to 5.15 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.45 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every hour.

NIGHT CARS.

1.00 a.m. to 9.00 p.m. Every half hour.

1.00 a.m. to 9.00 p.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

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6.00 p.m. to 7.00 p.m. Every 15 minutes.

INTIMATION



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Hongkong, 11th October, 1907.

mistaken as to whether any verdict may be properly appealed from, and the instincts of justice which characterise British Courts in all parts of the world, will make the Judges lean rather towards granting than refusing an appeal whenever any fair grounds are shown. Indeed if there is a danger in this respect, it lies in the direction of the Judges being rather too much disposed to grant leave than to refuse it. On the whole therefore, with this safeguard, there is not much room for objection to the right of appeal in criminal cases being accorded, though without such a proviso, it cannot be denied that the privilege is open to abuse, and we have seen illustrations of this in the United States, which might make prudent people hesitate as to the adoption of so radical a change in established procedure. It is to be noted that the grant of the right of appeal at home must have an important effect in the Colonies. In the different Crown Colonies the principle would no doubt be accepted at once; but it is a question whether all the Colonies having representative institutions may be disposed to accept so important a change. In some cases this will certainly not be done without considerable hesitation. There is of course one consideration which may facilitate coming to a decision. The right of appeal in criminal cases being recognised by the Imperial Government may be regarded rather as the removal of restrictions which before existed against the inherent right to appeal to the Crown, (which in theory is held to exist in all cases)—than as the grant of a new right—and in this way it would become almost obligatory upon even self governing colonies to accept the principle of the Home Act, and to provide adequate machinery for carrying it out. In an ordinary way a full Bench of the Supreme Court in any given colony would satisfy this requirement and additional expense need not be incurred. With respect to the argument that the existence of a right of appeal would be likely to impair the sense of responsibility of juries, it may be observed that experience does not justify this supposition. In civil cases tried before a Jury there are certain instances in which an appeal can be made on the facts—as for instance where damages awarded have been excessive—and this has not been found to make juries, on the whole, in any way careless in estimating damages, though there have been some instances where they have gone astray. In an ordinary way a jurymen does not much trouble himself whether there may be an appeal or not. He has to decide the case before him according to the evidence and under the instructions of the Judge—and if he does this, he satisfied he has performed his duty, and does not concern himself very much as to what may follow. In deciding in criminal cases, the Jury go much upon the same principle; and there are few instances in which the fact that an appeal can be instituted would be likely in any way to influence them. The Jury are fully aware that their verdict, whether it is final or can be appealed from, will have at least great weight in the ultimate decision of the matter; and this is sufficient to make them anxious to arrive at a just conclusion. Of course where the whole matter at issue is the facts as well as the law—is brought before an Appeal Court, there might be a danger in a direction that has been pointed out, namely that the judges on appeal have not the advantage of having the witnesses before them; but this is so well recognised by all legal men, that there is very little ground to apprehend that skilled judges will not be carefully on their guard in dealing with all facts where it would be desirable for them to have seen the witnesses. In such cases they are always disposed to accept the conclusion of the court which has had the advantage of seeing the witnesses, but hold themselves free to deal with the inferences that have been drawn from them. In many Colonies an appeal is allowed from Magistrate's decisions in criminal cases, and no difficulty has been found in practice in this respect.

By special request the performance given at the Catholic Union on Saturday night was repeated yesterday afternoon, and attracted a large attendance who testified their approval of the excellent items on the programme in a no half-hearted manner.

The steamship *Patrols*, belonging to the Ocean Steamship Company, of Liverpool, was on her way from Brisbane to London with a general cargo, when she went ashore on the rocky coast near Portland Bill during a dense fog. The rocks have pierced her bottom, and she is likely to become a wreck.

The *Monteur de la Flotte* calls attention to an eloquent fact concerning the German navy! According to this authority, the numerical strength of its personnel has doubled in ten years. While in 1897 it numbered only 23,403, this year it numbers 46,931, and next year will exceed 50,000.

The *Age* states that Mr. Deakin, the Federal Premier, and Mr. Ewing, Minister of Defence, are communicating with the Admiralty command, in the Australian Station in order to ascertain the extent to which the Admiralty would co-operate with the Commonwealth in building an Australian Fleet and also regarding the extent to which such an Australian Fleet would be expected to co-operate with the British Navy in wartime.

A busy time at the Supreme Court is looming ahead of the Puane Judge. Yesterday his Honour remarked in court that all next week would be occupied with the Adelstet case, the balance of the sessions would have to be taken the following week, then there would be a habeas corpus case. In addition to this it is known that there are several appeals waiting for the return of the Chief Justice, so that there are not likely to be many slack days at the Supreme Court this year.

The *Japan Chronicle* records the death of the Lady Nakayama, mother of His Majesty the Emperor of Japan, which occurred on October 4th. Her ladyship, who has been ailing for some time past, suddenly sank into a dangerous condition that morning; and her Majesty the Empress was hastily summoned to the residence of Lady Nakayama at Minami-machi, Toyama, the arrangements for her Majesty's journey being so speedily concluded that the usual escort was dispensed with. The late Lady Nakayama was 73 years of age.

Substantial Preference is given to Great Britain by the new Tariff Bill which has just passed through the House of Representatives of New Zealand. Sir J. G. Ward, the Premier, has informed me that in 165 new items a Preference has been granted to Great Britain over foreign countries. The Preference amounts to a reduction of from 10 to 20 per cent. in the duties paid by foreigners. Forty-eight items which were previously on the free list for all countries have been removed from the list, and made subject to duties. In connection with these also Great Britain has been granted a Preference. It is estimated that the total amount of duties levied against foreigners, calculated on the basis of last year's business, will amount to £117,000.

The report of the Committee of National Defence comes at a most unfortunate time for Russia's Exchequer, for the Committee estimates that no less a sum than £170,000,000 will have to be spent if Russia wishes to have a Navy strong enough to protect her interests. It has not been decided yet whether the projected warships are to be built entirely in Russian yards, or whether their construction will be

distributed in part between the English and Italian shipbuilding yards. No mention has been made of giving any orders to German yards, except for a few submarines. Russia will follow the example of other Powers in that the new battleships and armoured cruisers are to be of the biggest possible displacement, so that they can be armed by numerous big guns, and thereby their fighting value will be increased.

At the final sitting of the Institute of Journalists' Conference at Scarborough a question of great public and professional interest, the dissemination of news in time of war, was considered on the motion of the new president, Mr. Alfred F. Robbins. The resolution, which was unanimously approved and supported by the retiring president, Sir Frederick Wilson, Sir Edward Russell, and Mr. Glover, chairman of the Newspaper Society, reaffirmed the declaration at the Dublin Conference of Journalists in regard to the introduction by the Government of a Bill for restricting the dissemination of news in war time, fully recognising the necessity of preventing the publication of news which might prove helpful to the enemy, but asked that no restriction should be placed on comment or criticism based upon facts which were common knowledge, and that any person convicted should have the right of appeal to the High Court.

At the Gaelic Mod in Glasgow, the Rev. William McPhail, minister of Kilbrandon, delivered the Gaelic oration. After referring in eloquent terms to the work already accomplished by the League, he urged on all who loved their native tongue, its music and lore, to rally round it and carry it forward to fresh victories. The Gael was ever brave and bold, and why should they not do battle for their language and literature? To be victorious they must draw on the best traditions of the Gaelic people. Their hope was in the rising generation, and they must not be satisfied till Gaelic was taught in every school in the Gaelic-speaking parishes in the Highlands. The children must be informed of the rich treasures bequeathed to them by their illustrious ancestors, and learn to treasure these with misery care, and hand them down to future generations embellished by the genius and culture of modern civilization.

Mr. C. D. Melbourne yesterday sentenced a native to three months' imprisonment at the Police Court for stealing two ploks and a quantity of clothing valued at \$450, the property of Mr. Babington.

The American Consulate General received the telegram quoted below from the Manila Observatory at 10:55 a.m. yesterday: "October 17, 1907 at 8 a.m. Typhoon about North Yap has moved very slowly three days."

Shanghai has released Hongkong shipping from quarantine, a belated telegram announcing the fact yesterday morning.

The Canadian Pacific Railway intends to erect at Fort William a million ton dock, six new freight sheds, a huge clearing elevator, and other necessary accommodation. This enterprise is part of its policy of building up a great ship-ping trade on the Lakes.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:

Zooskraun Charity Fund ... \$10
A. S. Watson & Co. 50
Robinson & Co. 10

Though the Dowager Empress of China is vehemently opposed to many Western institutions, she has taken a great fancy to European cooking, and has set up a kitchen in the Palace on European lines, says the "Reader." A French chef has been imported, and the Empress often declines to touch any dish not cooked in the European fashion.

Dr. Aschau, a Japanese professor, of Yale University, has created a sensation in Connecticut by eloping with Miss Dingwall, a young dressmaker of New Haven. The couple, successfully eluding their friends and relations, set out for Washington. Subsequently the professor and Miss Dingwall proceeded to the Japanese Embassy where they were married.

In addition to the proposed moves of regiments already officially notified, the Royal Indian Marine vessels Hardinge and Northbrook have been detailed to embark respectively the 2nd Battalion of the 79th Cameron Highlanders and 23rd Royal Welsh Fusiliers, at Pretoria and Agre, for China and Burma. Both battalions will leave Calcutta and Durban about the middle of December, and on arrival at their destinations, as arranged at present, the Highlanders will be stationed at Tientsin, and the Fusiliers at Shwebo.

The Vancouver Asiatic exclusion scheme states that the Dominion Government will be allowed a reasonable period to pass a relieving measure in respect of Asiatic immigration, and that then the League will adopt drastic measures. A special meeting will be called to arrange another parade to test the action of the authorities. Branches of the League are being formed in the principal cities along the coast. An international convention of exclusionists will be held in Vancouver in October. The Japanese bill for damages in the riots, amounting to £1,500, has been sent to Ottawa.

"Die Sport Welt" (Berlin) publishes a telegram from Vienna saying that Baron Somero has bought Sieve Galion for 340,000 kronen (roughly £15,000), under the condition that the horse is passed sound by a veterinary surgeon. The "Allgemeine Sport Zeitung" (Vienna), in making a similar announcement, adds that the colt is to remain for the present in training in England, and is to run if possible during next year as well as this, and that he is to be trained by J. Butters at Newmarket. Should it be found necessary to take him out of training, he will probably be sent to the Kieber Stud as a stallion.

The papers report that the chambers of commerce of the German coast towns have been requested by the authorities to state whether they consider it expedient to conclude an agreement with Great Britain similar to that which is in force between Great Britain and Denmark, to enable German seamen to pay in their savings to the British authorities for transmigration to the German Consul in London, who would forward the money to Germany. British sailors in German ports would also be able to lodge their savings with the German mercantile marine officials, who would hand the money to the local British Consul for dispatch to its ultimate destination. Many of the chambers have already declared themselves in favour of the scheme, and the papers add that it may be expected that negotiations for the conclusion of an agreement will shortly be opened.

Among the numerous items on the agenda of the Associated Chambers of Commerce at their autumnal meeting at Liverpool were a series of resolutions in reference to the appointment of a Minister of Commerce. Sir William Holland stated that he and Mr. Bonar Law had discussed the matter with the Prime Minister, and he thought they made an impression upon him and that something might be done later. The meeting passed a resolution requesting the Government "to bring in at an early date, as foreseen in the King's Speech in 1905, a measure for the conversion of the Board of Trade into a Ministry of Commerce or modern and representative lines." Resolutions were passed in favour of settling commercial disputes by arbitration, of penny postage with France, and of protest against increased railway rates.

The Trades and Labour Congress, in session at Winnipeg on Sept. 17th unanimously passed a resolution calling upon the Dominion Government to demand from Great Britain the abrogation, so far as Canada is concerned, of the Anglo-Japanese Treaty under which Japanese are allowed to enter the Dominion. The preamble of the resolution sets out if Asiatic immigration into British Columbia continues while labour will soon be supplanted in the mines, fisheries, and lumber camps, and the province will ultimately be lost to the Confederation. Letters from the Japanese immigration to an important colliery in British Columbia offering to supply Japanese labour to supplant the white workers were read and caused great indignation. In the discussion which followed a strong feeling was expressed in favour of excluding all undesirable immigration.

The fire bell rang out yesterday evening about seven o'clock and when the brigade proceeded to the spot it was found that the marshalled Queen's Status wharf had caught fire. The fire burnt itself out without any danger of the flames being carried elsewhere. Only the frame-work is left.

THE BANDMANN OPERA COMPANY

The Bandmann Opera Company have made a welcome return to the colony with a fairly large repertoire which includes many of the latest London successes and as the combination is as strong as it ever was its reputation not likely to suffer by the present series of performances which are up to the standard so thoroughly appreciated by Hongkong audiences. Last night "The Orchid" was produced before a good audience. It went with a delightful swing the choruses, solo and duets being well taken. Mr. Cole was as usual the principal character on the stage, and his tunefulness had a capital setting. The French girl and the Lady Secretary were well represented, and the other parts were ably filled. The performance was most enjoyable.

SUPREME COURT.

Thursday, October 17th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

ANOTHER PARTNERSHIP DISPUTE.

The trial of an issue to decide whether Li Ling Shih was a partner in the Yek Loong Wo Kee Bank was set down for hearing. The other party in the bank was said to be Li Pak who is in prison. Mr. R. F. C. Master appeared for the plaintiff, Li Chui Ping, and Mr. G. K. Hall Bruton appeared for Li Ling Shih.

Mr. Master asked for an adjournment. He understood that Li Pak would be in court but as he was not present he (Mr. Master) would need to ask for a habeas corpus.

After discussion, his Honour consented.

HONGKONG CORINTHIAN YACHT CLUB.

The annual meeting of the Hongkong Corinthian Yacht Club was held at the Club House last evening when Dr. F. Clark (Commodore) presided over a large attendance of members.

The Chairman stated that when they met twelve months ago the committee laid before members a statement to the effect that the assets amounted to \$36,57, and the liabilities incurred principally in connection with the terrible typhoon of September 18th, amounted to at least \$600. That was to say that damage to that extent was done to the Club's property in the typhoon. As a result of that condition of affairs he advised that the subscription should be increased from \$5 to \$10 a year, and to the best of his recollection members were unanimous in adopting that recommendation.

There was some feeling at the time that possibly a few members might leave in consequence of the increased subscription, but it was obvious they had to make some effort to meet the liabilities. The result of that action was that twelve months ago they had 125 members, and at present they had 210 (applause). That was to say there was an increase of 94 members, or in other words the membership had almost, but not quite doubled itself. From the balance sheet members would see that whereas they were in debt last year, this year they had a balance of \$182.77. They had then a balance in hand, but they had spent the comparatively large sum of \$1467.43 on the building and landing. They had built a retaining wall at considerable expense which would stand any ordinary blow, although it might not possibly withstand a heavy typhoon. The Club had been able to give \$424 in prize during the year, and that was entirely apart from the considerable number of prizes given by members and friends. They had paid, as they were bound to do, interest on debentures, and had redeemed the debentures belonging to former members who had left the Colony for good.

As the secretary had given a very complete account of the year's work, he did not think it necessary to give an account of the prize winners, and concluded by moving the adoption of the balance sheet, remarking that he would be pleased to answer any questions members might wish to ask.

Mr. D. TEMPLETON seconded the motion, and in doing so threw out the suggestion that in the next balance sheet the treasurer and committee should show the debenture account.

The Commodore thought all members knew that the debentures stood at \$1500, and as they had repaid \$75 their liability was still \$1425.

He quite agreed that the debenture account should be shown in the annual statement, and next year they should show the Club's assets.

Mr. THORNE—Has any allowance been made for outstanding vouchers and coupons?

Mr. MCKIRTY stated that the production before members was not intended as a balance sheet, and it was headed working account.

In reply to a former speaker he suggested that the books be arranged so that the liabilities and assets could be shown. He had carried on the books in the way the former man started them.

The election of officers was then proceeded with, and resulted as follows:—Commodore, Dr. Francis Clark; Vice-Commodore, Mr. E. M. Hazland; Secretary, Mr. Lewis Guy; Treasurer, Mr. A. McKitry; Official Measurer, Mr. W. A. Crake; Deputy Measurer, Messrs. E. F. Gibson and C. Cooke; Committee, Messrs. J. Hand, Mr. McIver, J. McCordale and D. Templeton.

The Trades and Labour Congress, in session at Winnipeg on Sept. 17th unanimously passed a resolution calling upon the Dominion Government to demand from Great Britain the abrogation, so far as Canada is concerned, of the Anglo-Japanese Treaty under which Japanese are allowed to enter the Dominion. The preamble of the resolution sets out if Asiatic immigration into British Columbia continues while labour will soon be supplanted in the mines, fisheries, and lumber camps, and the province will ultimately be lost to the Confederation. Letters from the Japanese immigration to an important colliery in British Columbia offering to supply Japanese labour to supplant the white workers were read and caused great indignation.

In the discussion which followed a strong feeling was expressed in favour of excluding all undesirable immigration.

Mr. MCKIRTY stated that the production before members was not intended as a balance sheet, and it was headed working account.

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The suggestion that a special Club boat should be kept at the Club house is to be considered, while the appointment of a sub-committee to supervise motor boats was left in the hands of the general committee.

TELEGRAMS.

[REUTER'S SERVICE.]

BRITISH NAVAL MANOEUVRES.

LONDON, October 15th.

The Channel and the Home fleets, together with the Cruiser Squadron, mustered yesterday to commence a fortnight's secret manoeuvres in the North Sea, under the direction of Admiral Lord Bresford.

THE

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes A.R.C., 6th Ed.
P.O. Box, 33. Telephones No. 12.

NEW ADVERTISEMENTS

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon
Cheap Rental.

Apply to—

SPANISH PROCURATION,
Hongkong, 18th October, 1907.
1877

S. S. "SAN CHEUNG."

SPECIAL TRIPS
TO

MACAO AND BACK
On 20th, 21st, 22nd and 23rd October, during the CHINESE GRAND PROCESSIONS.

On 20th, 21st and 22nd;
Leaving our Wharf, Hongkong 8 A.M.

6.30 P.M.

Leaving our Wharf, Macao 1.30 P.M.

1.30 A.M.

On the 23rd inst.;
Leaving our Wharf, Hongkong 8 A.M.

Leaving our Wharf, Macao for

Canton* and not for Hongkong 9 P.M.

CHEUNG ON STEAMBOAT CO., LTD.
222 Des Voeux Road Central.

Hongkong, 18th October, 1907.
1678

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer
"ARCADIA,"
Captain A. L. Valentine, will leave for Shanghai, TO-DAY, the 18th inst., at Noon. For Freight or Passage, apply to

E. A. HEWITT
Superintendent,
Hongkong, 17th October, 1907.
1

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship
"HITACHI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optimal Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY. Goods not cleared by the 24th inst., will be subject to rent.

No. Fire Insurance will be effected.

All semi-damaged packages must be left in the Godown and Notice of same sent to this Office before the 27th inst., or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 18th October, 1907.
1679

WANTED.

A Properly Qualified ACCOUNTANT, speaking and writing French, can probably secure a permanent position in Indo-China with responsible Mercantile House.

Apply by letter in own handwriting to
"A.B.C."
Care of "Daily Press" Office,
Hongkong, 17th October, 1907.
1671

WANTED.

BY a WIN and SPIRIT FIRM a EUROPEAN SALESMAN. Must be sober, energetic and persevering.
Apply by letter to
"WINE"
Care of "Daily Press" Office,
Hongkong, 12th October, 1907.
1655

HONGKONG JOCKEY CLUB.

THE ORDINARY HALY-YEARLY MEETING will be held at the JOCKEY CLUB OFFICE (Hongkong Club Annex), TO-MORROW (SATURDAY), 19th October, at 12.30 P.M.
Hongkong, 8th October, 1907.
1635

THE NORTH CHINA INSURANCE COMPANY, LIMITED.

ON and after TO-DAY, the 16th instant MR. EDWARD LEO KRAUSS will act as AGENT of the Company at this Branch. By Order of the Court of Directors.
H. G. SIMMS.

Hongkong, 16th October, 1907.
1657

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of Shareholders will be held at the Offices of the undersigned at 12.30 P.M. on FRIDAY, the 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 25th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents,
Canton Insurance Office, Limited.
Hongkong, 5th October, 1907.
1623

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to S.S.G. at \$6.87 and \$7.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

W.M. SCHMIDT & CO.

Hongkong, 26th October, 1907.
1689

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK-STALL Mr. H. RUTTENJEE'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1907.

NEW ADVERTISEMENT

PUBLIC AUCTION.

FROM THE INTERIOR OF CHINA.

A RARE AND VALUABLE COLLECTION OF GENUINE OLD CHINESE PORCELAIN,
in all Colours and Shapes, Comprising Specimens from the TA MING, KANG HI, YUNG CHING, KIEN LOONG and Other Periods.

RARE JADES, CRYSTALS, AMETHYSTS, AGATES, BRONZES, EMBOROIDERIES, &c.

Will be offered by the Undersigned at PUBLIC AUCTION.

ON THURSDAY AND FRIDAY,

the 24th and 25th October, 1907, commencing each day at 11 A.M., at the CITY HALL.

At the same time a UNIQUE SELECTION OF FINELY CARVED IVORIES

by well known Artists will also be offered for Sale.

Catalogues will be issued.

TERMS:—As usual.

Hongkong, 18th October, 1907.

GEO. P. LAMMERT,
Auctioneer 1676

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

FOR ACCOUNT OF THE CONCERNED.

TO MORROW (SATURDAY),

the 19th October, 1907, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road,

(Corner of Ice House Street).

A LARGE ASSORTMENT OF

JAPANESE CURIOS,

Comprising—

IVORY CARVINGS, SILK EMBROIDERED BAGS and MONEY PURSES, MOKUDZU VASES and BOWLS, KINKOSAN SATSUMA VASES and INCENSE BURNERS, BRASS and BRONZE CARVED VASES and BOWLS, SILK EMBROIDERED SCREENS, MOTHER-OF-PEARL INLAID SCRENS, KAGA TEA SETS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

Hongkong, 17th October 1907. 1674

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

ON TUESDAY,

the 22nd October, 1907, at 11 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road,

(Corner of Ice House Street).

100 Dozens SLAZENGER 1907 CHAMPIONSHIP TENNIS BALLS,

44 DOHERTY and

15 RAMSAY RACQUETS.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers

Hongkong, 15th October, 1907. 1660

INTIMATIONS

THEATRE ROYAL, HONGKONG

FOR A SHORT SEASON ONLY.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Successes:

TO-NIGHT (FRIDAY), October 18th:

The Rage of the present London Season.

"THE NEW ALADDIN,"

at Present Crowding the Gaiety Theatre London.

TO-MORROW (SATURDAY), October 19th:

The Brilliant Musical Comedy.

"SERGEANT IRUE,"

of the "C" Division.

MONDAY, October 21st:

The Beautiful Comic Opera,

"AMASIA,"

From the New Theatre and Criterion Theatre London.

TUESDAY, October 22nd:

Sydney Jones' Masterpiece,

"THE GEISHA."

WEDNESDAY, October 23rd:

Seymour Hicks' successful Musical Comedy,

"THE BEAUTY OF BATH."

THURSDAY, October 24th:

The Screaming Funny Musical Comedy,

"THE GAY PARISIENNE."

FRIDAY, October 25th:

The Highly Successful Musical Comedy,

"THE DAIRYMILDS."

SATURDAY, October 26th:

George Edwards' Super Production,

"THE GIRL ON THE STAGE OR THE LITTLE CHERUB."

MONDAY, October 28th:

The Great Appollo Theatre Success,

"MIL. POPPLE OF IPPLERTON."

TUESDAY, October 29th:

The Rage of London and New York,

"THE BELLE OF MAYFAIR."

WEDNESDAY October 30th:

The Sparkling Military Comedy,

"LADY MADCAP."

THURSDAY, October 31st:

The Sparkling Chinese Comic Opera,

"SEE S'E."

LAST NIGHT.

FRIDAY, November 1st:

"THE SPRING CHICKEN."

Box Plan Now Open at

MESSRS. S. MOYRIS & CO., LTD.

Hongkong, 3rd October, 1907. 1688

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1861 to 31st DECEMBER

1913, BEING FROM THE 1ST YEAR OF THE

76TH CYCLE TO THE 50TH YEAR OF THE

76TH CYCLE, THAT IS THE 3RD YEAR OF

TUNG CHI TO THE 39TH YEAR OF KWONG SUA.

MOTOR NOTES FROM HOME.

[Written for the *Hongkong Daily Press*.]

No armistice has been declared between the two factions engaged in the war of motordom. The feud is as bitter as ever, and all the efforts, of would-be peace-makers have proved unavailing. Of course I know that most of my readers in the odorous East are members of automobile clubs which are affiliated with the Motor Union in this country; but all the same I must warn them against evils which are being fed and fostered by the management, or rather mismanagement, of that august society. In addition before entering into an entirely unnecessary conflict with the deservedly popular Automobile Association by quitting it's original and proper path of usefulness, it has launched into insurance and purely commercial schemes which, while offering members but doubtful advantages are likely to injure very considerably certain sections of the trade.

For instance the latest development of the octopus-like Union is the holding of an auction sale of its members' second hand cars during October. There are to be no commissions connected with the transactions, no auctioneering or garage fees, the whole deal being decided by the Union in a spirit of "Pure philanthropy." Now in this age of bustle and universal commercialism one is apt to turn an inquisitive eye upon any soi-disant scheme of "Pure philanthropy." What we want to know is, of course, just where and how the Motor Union, the garage man and the auctioneer come in? The Motor Union has accumulated no less than £10,000 in good red gold, yet it is neither a bank or a charitable institution. It is a puzzle to the motoring public as to what it is.

The Motor Union began by doing excellent, legal work on behalf of the world of wheels. It departed from its programme in order to tilt against the Automobile Association's efficient road scoring system; it then entered into petty competition with the insurance company and finally it has boldly entered the realms of trade by arranging to sell petrol and second hand cars. The M. U. has tried to do too much, and proof of this is shown by the fact that its moving spirit, Mr. Secretary Jeffraye, has broken down in health under the strain of work and has been compelled to take a rest cure at Harrogate. The Motor Union road agents are annoying members by holding up their cars, and instead of warning them of dangerous localities ahead, presenting the passengers with insurance leaflets. If the Motor Union perfected its plans for the protection of motorists when unjustly subjected to police persecution and prosecution, leaving the Automobile Association entirely free to carry on the good work of controlling the open roads, all would be well, and both associations would be worthy of the support of every motorist.

Many colonials are in position to maintain a smart and modern motor car, but they may be precluded from immediate purchase, by the possible inconvenience of meeting the prime cost. Some firms in England are now selling cars on what is practically the "Times" system of easy payment. This innovation stands to the credit of Messrs. Huntley Walker and Co. who deal extensively in Darracq cars. The idea has caught on and is likely to become quite popular in his country. Mr. Huntley Walker informs me that he does not intend to exclude colonials from participating in the benefit bestowed by the scheme. Most of you have doubtless heard of the big second hand emporium, the Motor House, and it is worth noting that this firm, too, is willing to sell cars on the deferred payment system. I am wondering whether all this means a genuine attempt to revolutionise the business methods of the motor trade or that the firms in question are overstocked, and are seeking outlet for their goods.

Glidden the globe girdler has been entertained by Mr. S. F. Edge to a lunch at the Cafe Royal in order that the much meandering motorist might burden himself of tales true and otherwise avert his experience in the frozen north and the sulphurous south. In proposing the health of the guest, Mr. S. F. Edge said that it was five years since Mr. Glidden purchased a 24-h.p. Napier, on which he had now driven a distance of 42,671 miles in thirty-five countries in 317 days of running, having crossed the Arctic circle in Sweden, and created the record which he still holds for the "farthest north" on a motor car as well as reaching the most southerly road in the world, in New Zealand. It seemed to him that the secret of successful touring had been found by Mr. Glidden in his system of never pushing a car overmuch. For instance, if he intended to run over ten hours during any day he was content to cover 150 miles in that time. Without question, going steadily was the whole secret of touring great distances at a minimum of expenditure. Mr. Glidden in reporting, said that he had found ample leisure during his travels to take over 2,000 photographs and to write over 200,000 words concerning his experiences. Since using his old British built car he had travelled through 11,000 cities, towns, and settlements. The rest of his tour, which he hoped to complete in 1911, would be chiefly among the countries around the Mediterranean and in the Southern American States.

Brooklands makes a final bid for popularity to-morrow and then the vast autodrome will be shut down for the winter. It was almost decided to shut it down altogether but the bold spirit that urged the promoters on their mammoth enterprise has persuaded them to make another appeal to the somewhat coy sporting public in the spring. One innovation to-morrow may give them a leg upon the ladder of success. Two races are to take place with

the handicapping by distance instead of by weight. This will insure an improvement from a spectacular point of view, and I expect to see exciting races and some rattling finishes. The syndicate will be very fortunate if the autodrome is not known as the Weybridge folly in a couple of years' time.

John of the Car, the new serial in the "Automobile Owner," has for its second chapter a serious comedy story of a great motor race in Ceylon in the day when anemically powered De Dion, Wolseleys, Progresses and Benz cars were the only ones known in the East. Among the characters are little Grapp, the pioneer potboiler of the island, and other characters that may be readily recognised as having been drawn from life.

When two ladies contemplated a motor tour through the Malay Peninsula, accompanied only by a native (who knew nothing of mechanics) people thought it rather a wild scheme. But as both the ladies felt capable of looking after the machinery and only required the man to clean and oil the car they determined to take the risk and accordingly started off on their travels early in April. The car was a quite new Adams-Hewett, constructed with specially large 31 in. wheels to ensure a good ground clearance. A most delightful run was performed, the course taken being from Singapore through Tampin, Tapah to Penang. Except for a petrol tank leakage the car ran excellently well, and the delays made were only occasioned by obstacles met with on the roads. The journey out and home means covering something like 700 miles and it speaks well for this make of car that two ladies could accomplish the feat and have a most enjoyable trip.

MOTOR BREVITIES.

The American Consul General at Singapore reports that there is a promising field for motor manufacturers in Singapore, the Federated Malay States, Sumatra, Java and Borneo.

If you have a puncture spare neither time nor trouble in order to mend it. Remember that the complete ruin of a punctured tyre can be accomplished in a ten yard's run.

The number of cars at present in use in Japan is very small. The Far East field however, properly developed, should grow rapidly in the near future.

Motor lorries will be used more extensively in the East. At Singapore, 25 lorries are already in use, and I hear that further vehicles are likely to be put on the roads in the near future.

SINGAPORE SPECULATIONS.

Nine people out of ten would probably reply that there cannot be a plethora of money; and those nine would be wrong, as long as our present system of commerce holds. Suppose as an extreme case that everybody's store of money was increased 240-fold. That is, for each penny that they did have, they have now a sovereign. It is evident that the working collier would be in possession of over £25,000 a week and the poorest lawyer in the Straits would have £300,000 a year. Your washerwoman would have \$100 a month. What would be the effect?

In the first place since everybody had plenty of money, it would be comparatively worthless.

Where you had previously got your boots knocked for 2d you would have to

hand out a couple of sovereigns: it wouldn't be worth the shoe blacks' while to do it for less... The broad effect would be that everybody would have plenty of money, and nobody be any better off for it.

Now suppose for a moment that instead of money depreciating equally for everybody, some people's money (or power of earning money) was depreciated more than others. Obviously there would be great hardships, and it would take time to straighten-out matters, because the man with money would consider that what he had

previously paid as right must still be right.

Some people cannot be made to understand that though a shilling is always a shilling it won't always buy a pound of grapes that in the days of scarce rice, a little would go a long way.

But it is a fact. Some time ago it was pointed out that the production of gold had

been enormously increased of late years from something like 40 millions a year to 75 millions. It is much cheaper now, which is the same as saying that everything else is dearer.

The dear old lady will say it is because the old days of social superiority are now no more, and they

actually teach the piano in Board Schools.

The old-fashioned handcraftsman will say it is because machine labour has thrown so many workmen out of work. Socialism, says the Vicar, Romanism, says the Dissenter. Too much education, says the Squire. Whereas

the simple fact is that money has got cheaper; and everything else correspondingly

dearer. Here is a list of things with the prices in 1891 and in 1907. They are taken from a price list of a great cash store, figures which only permit of a small profit. They are not West End credit prices, but for the purposes of comparison they are sound.

	1901	1907
s. d.	s. d.	s. d.
Arrowroot, Bermuda, per lb.	2	3
Essence of beef, Brand's, small tin	1	1
Figs, first quality, per lb.	5	5
Californian apricots, per tin	75	75
Lentils, split, per lb.	2	2
Lentils, whole, per lb.	3	4
Lucca salad oil, 1 bottle	6	6
Split peas, 7lb.	84	11
Candied peel mixed, per lb.	44	64
Lemon peel, per lb.	31	5
Orange peel, per lb.	4	5
Black pepper, per lb.	81	9
White pepper, per lb.	1	1
Mincemeat raisins per lb.	0	4
Valencia raisins per lb.	5	6
C.S. S. A. sardines, per tin	6	7
Primrose soap, 3lb. bar	8	9
Mottled soap, 3lb. bar	7	9
Household soap, 3lb. bar	7	9
Flake tapioca, per lb.	3	3
Pearl tapioca, per lb.	21	31
Vinegar, best, 1 gallon	84	9
Crystallised mixed fruits, per lb.	1	1
Angelica	11	12
Apricots	1	1
Cherries	1	1

In 1901 you could buy a pound of common mixed pins for 1s. 3d., but to-day that pound costs you 1s. 7d. Aedalusian wool has gone up 10d. a pound, and there is a remarkable increase in the price of Scotch and Irish linen sheeting and cotton. A pair of blankets, 3yds. by 2yds., which were sold six years ago for 18s. 1d. are now priced at 21s. 9d. Carpets also have increased in value. An ordinary Brussels square, 10ft. by 9ft. could be bought in 1901 for £2. 8s. 6d. but a similar carpet now costs £1. 2s. Wilton velvet pile has gone up 3d. a yard, while Axminster have increased a little more.—Free Press.

THE UTILITY OF THE MOTOR BOAT.

The motor boat has now been in evidence to an extent sufficient to demand attention for seven years, and it is interesting to note, says "The Yachtsman," the varying phases through which it has passed during this period. For the first two years of its bid for recognition, it gave little indication of being available for anything better than pottering around rivers and creeks in an uncertain manner. In 1903 prominent engineers almost reluctantly confessed that the internal combustion engine had come to stay, referring particularly to car and general road traction. In 1904 came the printing of the way, so to speak, in the design of marine internal combustion engines. It was thought by the marine engineer that the light, high-speed petrol motor could have no definite place at all, and that section of manufacturers plumped solidly for the heavy slow-speed engine running on paraffin fuel, some even being so bold as to apply suction gas engines before that system had fully justified its adoption on land; but the experience gained will stand those pioneers in good stead in the near future. The trend of the marine firms was not followed in a single instance by any major car or light engine builders, but some of the former have followed the latter in their designs to a large extent, after their disappointing experiences with the heavy engine class.

The light engine builders have advanced, while the marine engineers have done little with class; indeed, in some cases they have abandoned internal combustion engines altogether. There are, and always will be two distinct types of marine motor—the light as now used for small and speedy motor boats and the heavy, as required for more severe marine condition. The former has advanced correspondingly with the gradual perfection of the motor-car engine, for the simple reason that it differs in no essential from that type.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 16th at 12.05 p.m.—The barometer has fallen rapidly in E. Japan, owing to a depression which appears to be moving Eastwards to the N. of Hokkaido.

Pressure has increased slightly over N. China, and decreased moderately over the S. Loochow and the Bonins. It remains low over the Chins Sea to the Southward of the Paracels. The highest pressure is now over N. China.

Fresh to strong N.E. and E. winds may be expected in the Formosa Channel, and the N. part of the China Seas.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood	N.E. and E. winds, fresh; squally, showery.
Formosa Channel	N.E. winds, fresh to strong.
South coast of China between Hongkong and Lantau.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 2.

Hongkong and Lantau.

Hongkong and Hainan.

Hongkong and Lantau.

Hongkong and Hainan.

H

SHIPPING.

ARRIVALS.

AMIGO, German str., 822, Baltzen, 17th Oct.—Pakhoi and Hoilow 16th Oct. General—Johnson & Co.
ARCADIA, British str., 3,514, A. L. Valentini, 17th Oct.—Bombay 2nd via Singapore 12th Oct.—Mails and General—P. & O. S. N. Co.
CHIYUEN, Chinese str., 1,177, C. Stewart, 16th October—Shanghai 13th October, General—Chinese.
CHOYSAK, British str., 17th October—Canton.
FUKURA MARU, Japanese str., 1,946, Sakamoto, 17th October—May 12th October, Coal—Mitsui Hashi Goshi Kinsuka.
HELEN, German str., 771, J. Jessen, 17th October—Swatow 16th October, General—Jensen & Co.
HED, Norwegian str., 720, J. Solverson, 17th October—Wakamatsu 11th October, Coal—Asgaard, Thoresen & Co.
HITACHI MARU, Japanese str., 4,163, Wm. Townsend, 17th October—London and Singapore 11th October, General—Nippon Yukin Kaisha.
OCANA, British str., 3,507, W. Hayward, R.N.E., 17th October—Shanghai 15th Oct. General—P. & O. S. N. Co.
PALEMBANG, Dutch str., 1,019, E. Watson, 16th Oct.—Polo Sambo, 9th Oct. Petroleum in bulk—Order.
PRINZ WALDEMAR, German str., 1,737, W. von Senden, 17th Oct.—Australia and Sydney 24th Sept., General—Melchers & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
17th October.

Haiman, British str., for Swatow.
Hongkong, French str., for Haiphong.
Istok, Austrian str., for Bombay.
Mathilda, German str., for Holloway.
Palembang, Dutch str., for Canton.
Sodru Maru, Japanese str., for Swatow.
Triumph, German str., for Haiphong.

DEPARTURES.

17th October.
ALCIDES, British ship, for New York.
CHIYUEN, Chinese str., for Canton.
KURICHOV, British str., for Swatow.
NANSHAN, British str., for Swatow.
REUMPTON, British str., for Saigon.
TJIBODA, Dutch str., for Amoy.
VORWAERTS, German str., for K. C. W.

SHIPPING REPORTS.

The German str. *Helen* reports: Fine weather and Northernly wind.
The Chinese str. *Chienyu* reports: Strong N.E. monsoon from Port to Port.

VESSELS IN DOCK.

October 17th.

ABERDEEN DOCKS.—
KOWLOON DOCKS—Deli, Manban, H.M.S.
Hart, Sainam, Rajaburi.
METROPOLITAN DOCKS—Lyndhurst.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN"

Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 18th inst., at 9 A.M.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.
Hongkong, 15th October, 1907. 1661



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SINGAPORE & BOMBAY.

THE Company's Steamship

"ISTOK"

Capt. M. Tieso, will leave for the above Ports TO-DAY, the 18th inst.

For Freight apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 5th October, 1907. 1622

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN, and QUEENSLAND PORTS, and (taking through Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on SATURDAY, the 26th Oct., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess, and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 1st October, 1907. 1595

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kanbara, Kobe and Yokohama),

With option to Call at Mexican and other Coast Ports.

Steamers Tens

"KATHARINE PARK" 5,000 End of Nov.

"KASATO MARU" 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.

Hongkong, 12th October, 1907. 19

POST OFFICE NOTICE

The British Post Office at Tientsin will not be closed, but will remain open.

CHRISTMAS AND NEW YEAR PARCEL MAILED, HOMEWARD:

Parcels for the United Kingdom—via GIBRALTAR—posted up to 5 p.m. on Friday, the 1st November, are due in London about the 7th December, and those posted up to 5 p.m. on Friday the 15th November, are due in London on the 21st December.

With an additional fee of 60 cents, parcels may be forwarded via BRINDISI and if posted before 5 p.m. on the 15th November, would accompany the letter mail, due in London on the 18th December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 15th November, as the next post mail of the 29th November is not due in London till the 4th January, 1908, unless they are posted to be forwarded overland via BRINDISI in which case an additional fee of 60 cents must be paid, such parcels are due in London about the 3rd December.

The rates of postage for ordinary parcels are as follows:

For a parcel not exceeding 3 lbs. in weight	60 cents.
7 lbs. " "	\$1.20 "
11 lbs. " "	\$1.80 "

Under no circumstances will parcels weighing over 11 lbs. be forwarded.

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be taxed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

NOV

DEC

DATE

Satow, Amoy, Foochow and Shanghai	Friday, 18th, 8.00 a.m.
Hainan	Friday, 18th, 8.00 a.m.
Hongkong	Friday, 18th, 9.00 a.m.
Uic	Friday, 18th, 11.00 a.m.
Aveado	Friday, 18th, 11.00 a.m.
Closgang	Friday, 18th, 11.00 a.m.
Antiochus	Friday, 18th, 11.00 a.m.
Sai Tai	Friday, 18th, 1.15 p.m.
Kaifong	Friday, 18th, 3.00 p.m.
Yuenkang	Friday, 18th, 3.00 p.m.
Foochow	Friday, 18th, 3.00 p.m.
Hitachi Maru	Friday, 18th, 5.00 p.m.
Pitza Waldemar	Friday, 18th, 5.00 p.m.
Amigo	Saturday, 19th
Printed Matter and Samples	9.00 a.m.
Registration	9.00 a.m. (Registration, with late fee of 10 cents, up to 9 a.m.)
Registration	Kowloon 9.00 a.m. (No late fee)
Letters	10.00 a.m.
Saturday, 19th, 10.00 a.m.	

NAGASAKI, KOBE, YOKOHAMA, HONOLULU, and SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Manila

Zafiro Saturday, 19th, 10.00 a.m.

DIAMOND BRAND
AMOROSO SHERRY

STRENGTHENING,
STIMULATING,
APPETISING.

Our AMOROSO SHERRY can be taken equally before, during or after meals and can be enjoyed whilst smoking.

CERTIFICATE OF ANALYSIS.

I hereby certify that I have very carefully analyzed a sample of Sherry—"AMOROSO," received from Messrs. H. RUTTONJEE & SON of Hongkong, and from the results of my investigations I have formed a very favourable opinion as to its qualities as a genuine and healthful wine.

It is a fine and wholesome product, made from the best grown grapes, and is entirely free from all foreign ingredients, and possesses tonic and sustaining properties to a high degree.

I consider that it will prove invaluable for invigorating the nerves, and invigorating the system.

11 & 12, Gt. Tower Street, London, E.C.

GRANVILLE H. SHARE, F.C.S., Analyst.

\$18.00 PER CASE, 1 DOZEN BOTTLES.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS,

No. 5, DAGUILAR STREET, HONGKONG.

40



FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks, of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork

USE ONLY

KENNON'S TEREDO-PROOF

AND

WOOD-ARMOR PAINT

a peculiar Wood Preservative and insoluble Paint, gives in Sea-Water ABSOLUTE PROTECTION against the "Teredo" and all other Marine-Bore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRÜDER ROESE, (Roese Brothers) Satow.

General Agents for the Far East.

TO-DAY.

Bandmann Opera Co., City Hall, 8 p.m.

TO-MORROW.

Ordinary Half-yearly Meeting of Hongkong Jockey Club, at the Club's office, 12.30 p.m.

Sale, Japanese Curios, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. str. "Montreal" arrived Shanghai at 5 p.m. on Tuesday the 15th inst., and left again at 6 p.m. same day for Hongkong where she is due to arrive at 1 p.m. to-day.

The C.P.R. str. "Empress of Japan" left Vancouver p.m. on Thursday the 1st inst. for Hongkong via the usual port of call.

THE AMERICAN MAIL.

The O. & O. str. "Korea" sails from Yokohama on 14th inst. and is due here on the 21st inst.

THE GERMAN MAIL.

The I.G.M. str. "Kleist" left Kobe via Nagasaki and Shanghai on Sunday the 13th inst. p.m. and may be expected here on or about the 20th inst.

MERCHANT SHIPS.

The H.A.L. str. "Sithonia" left Singapore on 13th inst. at 5 p.m. and may be expected here to-day at noon.

The H.A.L. str. "Belgravia" left Shanghai on 16th inst. at 8 a.m. and may be expected here tomorrow at daylight.

The Ben Linn str. "Bendomond" from Antwerp and London left Singapore on the 13th inst. for this port.

The J.C.J. Lin str. "Tjikku" left Moji via Amoy for this port on the 12th inst. and may be expected here on or about the 20th inst.

The British str. "Orion" left Kuching on the 10th inst. for this port, and is due to arrive here on or about the 20th inst.

The Mogul Line str. "Admiral" from Glasgow and Liverpool left Singapore on 15th inst. a.m. and is due here on Tuesday the 22nd inst.

The E. & A. str. "Eastern" left Sydney via Queensland Ports for this port on 9th inst.

The Swedish str. "Concord" left Port Said on Sunday the 9th inst. and may be expected here on or about Wednesday the 16th inst.

COMMERCIAL.

CLOSING QUOTATIONS.

October 17th.

ON LONDON.—

Telegraphic Transfer 2/-

Bank Bills, on demand 2/-

Bank Bills, at 10 days' sight 2/-

Credits, at 4 months' sight 2/-

Documentary Bills 4 months' sight 2/-

ON PARIS.—

Bank Bills, on demand 59/-

Credits, at 4 months' sight 265/-

ON GERMANY.—

on demand 211/-

ON NEW YORK.—

Bank Bills, on demand 50/-

Credits, at 60 days' sight 51/-

ON BOMBAY.—

Telegraphic Transfer 154/-

Bank, on demand 154/-

ON CALCUTTA.—

Telegraphic Transfer 154/-

Bank, on demand 154/-

ON SHANGHAI.—

Bank, at sight 73/-

Private, 30 days' sight 74/-

ON YOKOHAMA.—On demand 100/-

ON MANILA.—On demand—Peso—10/-

ON SINGAPORE.—On demand 12 p.m.

ON HAFATIA.—On demand 124/-

ON HAIPHONG.—On demand 31 p.m.

ON SAIGON.—On demand 31 p.m.

ON BANGKOK.—On demand 72/-

SOVEREIGN, Bank's Buying Rate 55/-

GOLD LIAR, 100 fine, per tael \$60/-

SILVER, per oz. 2/-

SUBSIDARY COINS.

Chinese 20 cents pieces 84/- discount

10 5.8/-

Hongkong 10 4.40/-

10 5.55/-

BANKS

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager. Hongkong, 12th January, 1907.

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BEIJING.

BRANCHES:

Berlin, Hamburg, Calcutta, Hankow,

Tientsin, Peking, Tsinan, Tsingtao,

Kobe, Yokohama, Singapore.

Founded by the following Banks and

Bankers:

KOMMUNALE SHIHANDLING (PRUSSIAN

STAATSANK) Berlin.

DIRECTION DER DISCONTO-

GESELLSCHAFT.

DEUTSCHE BANK.

S. BILMICHEIDER

BRANDTNER HANDELSS-

GESELLSCHAFT.

BANK LUKE HANDEL UND

INDUSTRIE.

ROBERT WARSCHAUER & CO.

MINDEN & CO.

M. A. von ROTHSCHILD &

SÖHNE.

J